

**Chairperson and Community Board Members**  
PARAPARAUMU/RAUMATI COMMUNITY BOARD

5 DECEMBER 2017

Meeting Status: **Public**

Purpose of Report: For Decision

## **NO STOPPING LINES PARAPARAPUMU - VARIOUS LOCATIONS**

### **PURPOSE OF REPORT**

- 1 This report seeks the Paraparaumu/Raumati Community Board's approval to install broken yellow No Stopping lines on Kāpiti Road, Callender Terrace, Belford Court and on the corner of Ocean Road and Eatwell Avenue. A plan of each location is included in **Appendices 1 to 4 of this report IS-17-389**.

### **DELEGATION**

- 2 Section D of the Governance Structure and Delegations 2016-2019 Triennium gives the Community Board the authority to make this decision:

*"...Authority to approve or reject officer recommendations relating to traffic control and signage matters for existing local roads, except those matters that involve significant safety issues. Community Boards will be consulted about these matters but final delegation will rest with Council officers."*

### **BACKGROUND**

- 3 Each of these sites has been identified as having both road safety and restricted access issues. These were primarily raised as public submissions and/or service requests which are then investigated and verified by Council officers.
- 4 The four sites are as follows:
  - The parking area and service lane from 180 to 206 Kāpiti Road;
  - The cul-de-sac/turning area at the southern end of Callender Terrace (odd numbers 17-29);
  - The cul-de-sac/turning area at the end of Belford Court; and
  - The corner of Ocean Road and Eatwell Avenue.

### **ISSUES AND OPTIONS**

#### **Issues**

- 5 In front of the commercial properties from 180 to 206 Kāpiti Road is a Council owned service lane and parking area. The car parking spaces are at 90 degrees and approximately 4.5m long with a 6.5m roadway behind them. A problem arises when vehicles parallel park outside the businesses in the roadway. This reduces the roadway width down to 4.5m which is sufficient for vehicles to pass

but not wide enough for vehicles to reverse out of the angle parking without hitting the parallel parked vehicle. The business owners have reported numerous collisions and near misses in this area. NZ Standard 2890.1 Parking Facilities specifies dimensions for the design of parking modules. In this case the 90 degree bays should be 4.8m long with a 5.8m aisle width to allow manoeuvring. To achieve this all of the parallel parking needs to be prevented by installing parking restrictions.

- 6 The secondary issue at this location is the parallel parking on Kāpiti Road proper. There is unrestricted parking for approximately four vehicles east of the service lane entrance and eight vehicles to the west. Business owners have complained of restricted visibility when trying to exit the service lane on to Kāpiti Road due to vehicles being parked too close to the junction.
- 7 The cul-de-sac/turning area at the southern end of Callender Terrace is a residential area and every home has off street parking areas with most having at least a single garage or car port. Therefore residents should be able to constrain their parking to their own properties and not block the cul-de-sac. We have received multiple complaints that cars are continually parking on the street and restricting property access. Turning issues have also been confirmed by the Council's Solid Waste Services Manager who receives feedback from the Waste Collectors, who are unable to turn their rubbish trucks easily due to the parked vehicles.
- 8 The cul-de-sac area at the end of Belford Court is an elongated turning area with a parking bay for five vehicles in a central island. There are vehicle crossings for 13 properties around the cul-de-sac which restricts parking but has given rise to people parking around the outside of the traffic island. This reduces the traffic lane to approximately 3.0m which prevents residents from being able to turn in or out of their properties safely. There are also issues with vehicles being parked too close or overhanging vehicle accesses on the northern side of the cul-de-sac so residents have asked for no stopping lines around these points.
- 9 The corner of Ocean Road and Eatwell Avenue is a 90 degree bend with a pair of triangular traffic islands either side of the apex of the corner. There are no parking restrictions on this corner so vehicles are legally able to park on the corner and right next to the traffic islands. Mostly common sense does prevail and people park safely, but a large furniture truck is now parking on this corner, blocking visibility for residents exiting their property and causing approaching traffic to veer into the middle of the road just before one of the traffic islands. A parking restriction is needed to improve safety at this corner.

## Options

- 10 A survey letter was hand delivered to the affected businesses on Kāpiti Road and they were asked to give their opinion on installing no parking lines on the north side of the car park/service lane and on Kāpiti Road itself. Each business was very engaged when spoken to but only half returned a survey response. All responders supported the restriction in the service lane but only one fully supported restrictions on Kāpiti Road. The properties at the rear of 180 to 206 Kāpiti Road (No's 190 to 200) have limited onsite parking and their staff are parking out on Kāpiti Road. The businesses on the service lane are therefore reluctant to restrict parking which would displace these "all day parkers" into their customer parking areas. This has highlighted that the consultation needs to be more inclusive of these other businesses and any restriction on Kāpiti Road could have unintended consequences. Therefore for road safety purposes the

restriction will be reduced to 10m east and 15m west of the service lane intersection with Kāpiti Road to provide clear sightlines for vehicles, pedestrians, and cyclists.

- 11 On Callender Terrace residents were surveyed for their preferences on the extent of the no stopping restriction in the cul-de-sac. The options were to restrict parking on the whole turning area between numbers 19 and 27 and to extend the restriction further out to numbers 17 and 29. Plus they were given the option to suggest their own combination of treatments. The results were split for and against, mainly influenced by the amount of street frontage a resident had. Those who had any amount of street frontage were frustrated at being parked in by other people's vehicles and supported maximum restrictions. Therefore to maintain a small amount of visitor parking but to improve the overall safety and accessibility in the cul-de-sac, broken yellow lines should extend from the vehicle access at number 19 around to the end of the frontage on number 27.
- 12 On Belford Court the installation of broken yellow lines around the outside of the traffic island will provide for safe access to all properties in the cul-de-sac. All properties in the street have off-street parking and garages so there should not be a requirement for residents to park on the street and the parking bay in the middle of the cul-de-sac provides space for five additional vehicles. Broken yellow lines will also be placed outside numbers 4,6, and 8 Belford Court to keep access points clear and retain road width for rubbish trucks and emergency service vehicles.
- 13 The lane widths through the corner of Ocean Road and Eatwell Avenue are between 3.5m and 4.4m wide which do not allow enough width for vehicles to pass a parked vehicle without crossing the centreline. New Zealand Transport Association (NZTA) Guidelines specify that there should be a continuous white centreline preceding any traffic island for a distance of 30m. On Eatwell Avenue the solid centreline extends for 167m but on Ocean Road it is only 16m long and will need to be extended. Therefore a centreline extension and broken yellow lines are required on both sides of the road extending 30m past the traffic islands.

## **CONSIDERATIONS**

### **Policy considerations**

- 14 There are no policy implications in relation to the recommendation.

### **Legal considerations**

- 15 There are no legal considerations other than ensuring any new road-markings are installed in accordance with NZTA Guidelines and New Zealand traffic regulations.

### **Financial considerations**

- 16 The cost of line marking the new broken yellow lines can be accommodated in the 2017/2018 road maintenance budget.

### **Tāngata whenua considerations**

- 17 There are no issues relating to Tāngata Whenua for consideration.

## **SIGNIFICANCE AND ENGAGEMENT**

### Significance policy

18 This matter has a low level of significance under Council policy.

### Consultation already undertaken

19 Consultation has been undertaken with the businesses fronting the car parking area on Kāpiti Road and with the residents of Callender Terrace. Their responses are considered in the Options section above.

20 The other two sites had specific road safety concerns which were raised by the most affected residents through the service request process. Officers considered their issues were valid road safety concerns that did not warrant widespread consultation and needed implementation as soon as practicable.

### Engagement planning

21 An engagement plan is not needed to implement this decision.

### Publicity

22 All four sites will be monitored following the introduction of parking restrictions. If there are issues with acceptance or compliance then our communications team will be asked to provide advice on an appropriate media response.

## **RECOMMENDATIONS**

23 That the Paraparaumu/Raumati Community Board approves:

24 Installation of 140m of broken yellow lines outside numbers 180, 184, 186, 188, 202, 204, and 206 Kāpiti Road on the northern side of the service lane as shown in Appendix 1 of report IS-17-389.

25 Installation of broken yellow lines 10m east and 15m west of the service lane intersection with Kāpiti Road as shown in Appendix 1 of report IS-17-389.

26 Installation of 35m of broken yellow lines outside numbers 19 to 27 Callender Terrace as shown in Appendix 2 of report IS-17-389

27 Installation of 30m of broken yellow lines around the perimeter of the central traffic island in Belford Court and 30m along the frontage of numbers 4, 6, and 8 Belford Court as shown in Appendix 3 of report IS-17-389.

28 Extend the centreline on Ocean Road by 14m and install approximately 80m of broken yellow lines on either side of Ocean Road and install approximately 70m of broken yellow lines on either side of Eatwell Avenue as shown in Appendix 4 of report IS-17-389.

Report prepared by    **Approved for submission**    **Approved for submission**

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**APPENDICES:**

- Appendix 1    Plan of Parking Restrictions on Kāpiti Road
- Appendix 2    Plan of Parking Restrictions on Callender Terrace
- Appendix 3    Plan of Parking Restrictions on Belford Court
- Appendix 4    Plan of Parking Restrictions on Ocean Road and Eatwell Avenue



SCALE 1: 1,105 @A4



## Parking Restrictions on Kapiti Road

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## Parking Restriction on Callender Terrace

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## Parking Restrictions on Belford Court



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## Parking Restrictions on Ocean Rd Eatwell Ave

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